

Federal Railroad Administration, DOT

§ 213.55

(b) Obstruct visibility of railroad signs and signals:

- (1) Along the right-of-way, and
- (2) At highway-rail crossings; (This paragraph (b)(2) is applicable September 21, 1999.)
- (c) Interfere with railroad employees performing normal trackside duties;
- (d) Prevent proper functioning of signal and communication lines; or
- (e) Prevent railroad employees from visually inspecting moving equipment from their normal duty stations.

Subpart C—Track Geometry

§ 213.51 Scope.

This subpart prescribes requirements for the gage, alinement, and surface of track, and the elevation of outer rails and speed limitations for curved track.

§ 213.53 Gage.

(a) Gage is measured between the heads of the rails at right-angles to the rails in a plane five-eighths of an inch below the top of the rail head.

(b) Gage shall be within the limits prescribed in the following table—

Class of track	The gage must be at least—	But not more than—
Excepted track	N/A	4'10 ¹ / ₄ ".
Class 1 track	4'8"	4'10".
Class 2 and 3 track	4'8"	4'9 ³ / ₄ ".
Class 4 and 5 track	4'8"	4'9 ¹ / ₂ ".

§ 213.55 Track alinement.

(a) Except as provided in paragraph (b) of this section, alinement may not

deviate from uniformity more than the amount prescribed in the following table:

Class of track	Tangent track	Curved track	
	The deviation of the mid-offset from a 62-foot line ¹ may not be more than— (inches)	The deviation of the mid-ordinate from a 31-foot chord ² may not be more than— (inches)	The deviation of the mid-ordinate from a 62-foot chord ² may not be more than— (inches)
Class 1 track	5	³ N/A	5
Class 2 track	3	³ N/A	3
Class 3 track	1 ³ / ₄	1 ¹ / ₄	1 ³ / ₄
Class 4 track	1 ¹ / ₂	1	1 ¹ / ₂
Class 5 track	³ / ₄	¹ / ₂	⁵ / ₈

¹ The ends of the line shall be at points on the gage side of the line rail, five-eighths of an inch below the top of the railhead. Either rail may be used as the line rail; however, the same rail shall be used for the full length of that tangential segment of the track.

² The ends of the chord shall be at points on the gage side of the outer rail, five-eighths of an inch below the top of the railhead.

³ N/A—Not Applicable

(b) For operations at a qualified cant deficiency, E_u, of more than 5 inches, the alinement of the outside rail of the

curve may not deviate from uniformity more than the amount prescribed in the following table:

Class of track	Curved track	
	The deviation of the mid-ordinate from a 31-foot chord ¹ may not be more than— (inches)	The deviation of the mid-ordinate from a 62-foot chord ¹ may not be more than— (inches)
Class 1 track ²	³ N/A	1 ¹ / ₄
Class 2 track ²	³ N/A	1 ¹ / ₄
Class 3 track	³ / ₄	1 ¹ / ₄
Class 4 track	³ / ₄	⁷ / ₈
Class 5 track	¹ / ₂	⁵ / ₈

¹ The ends of the chord shall be at points on the gage side of the outer rail, five-eighths of an inch below the top of the railhead.

² Restraining rails or other systems may be required for derailment prevention.